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MORAVIAN IMMIGRATION TO PENNSYLVANIA, 1734-1767.

BY JOHN W. JORDAN.

MORAVIAN immigration to the British Colonies of North America properly dates from the year 1735,¹ when in March, the ship, "Two Brothers," Captain Thompson, landed at Savannah, Georgia, Augustus G. Spangenberg, Anton Seyffert, John Töltschig, Gottfried Haberecht, Gottfried Demuth, Peter Rosa, Michael and George Haberland, Frederic Riedel and George Waschke. In February of 1736, these Brethren were joined by Bishop David Nitschmann, Christian Adolph von Hermsdorf, Henry Rascher, Andrew and Anna Dober, David and Rosina Zeisberger, David and John Tanneberger, David Jag, Augustine and George Neisser, John Michael Meyer, Rosina Haberecht, John Martin Mack, Matthias Seybold, Jacob Frank, Judith Töltschig, Gottlieb and Regina Demuth, Catherine Riedel, Anna Waschke, Juliana Jaeschke, John Böhner and Matthias Böhnisch, who arrived on the "Simonds," Captain Frank Cornish, and had as fellow-passengers General Oglethorpe, John and Charles Wesley, Benjamin Ingham and Charles Delamotte.²

Before taking up the immigration through the ports of Philadelphia and New York, for the settling of the

¹ George Boehnisch, in September of 1734, accompanied the Schwenkfelders to Pennsylvania, who had been given an asylum by Count Zinzendorf on their banishment from Silesia. He returned to Europe in 1737. He was the first Moravian to come to America.

² [For biographical sketches refer to Memorials of the Moravian Church, Vol. I, p. 157, *et seq.*] The most of these colonists went to Pennsylvania, when the mission in Georgia was abandoned.

Moravian estates in Pennsylvania and North Carolina, a brief reference to the Church lands at Savannah, will not be inappropriate. In 1734, the "Trustees of Georgia," granted to Bishop David Nitschmann and Augustus G. Spangenberg two lots "in the new town," and two farm tracts, both situated in the Second Tything, Anson Ward, the former sixty feet front by ninety feet deep each, and toward "the lower end of Broughton Street," the farm tracts were forty-five acres, "more or less," each. By two separate instruments these properties, in June of 1784, were conveyed to Hans Christian Alexander von Schweinitz of the Provincial Helpers' Conference, at Bethlehem, Pa. and Administrator of Church estates, and a resurvey was made at the instance of Christian Lewis Benzien, the Administrator of the Wachovia estate, by the Surveyor of the city of Savannah, Isidore Stoup, who reported 106 A. 10 P. in the two farms. Various attempts to dispose of the property through M. McAllister, James Habersham, George Woodruff, J. Lawson and other agents, owing to the trouble with squatters, failed for some years. Lawson, in writing to the Rev. J. G. Cunow in July of 1804, states: "We have not yet been able to get the intruder off the lots. She is a perfect *vi-rago*, and the Sheriff is really afraid of her." In 1801 the price asked for the properties was "£300 in dollars," and finally, after holding them about three-quarters of a century, they were sold.

On July 21, 1740, Christian Henry Rauch, the "Apostle to the Indians," arrived at New York, and on December 15th Bishop David Nitschmann, David Nitschmann, Sr., Christian Froehlich, Johanna Sophia Molther and Anna Nitschmann reached Philadelphia. During the Autumn of 1741, Gottlob Büttner, John C. Pyrlaeus and J. William Zander, and in December Count Zinzendorf, and his daughter Benigna, Rosina, wife of Bishop David Nitsch-

mann, John Jacob Miller, the painter and Zinzendorf's secretary, Abraham and Judith Meinung, David Bruce and John Henry Miller, the printer, joined their brethren in Pennsylvania.

Following closely after the first purchases of land by the Church, in the present Northampton County, Pennsylvania, in the year 1741, two colonies were organized in Europe, which are known as the "First" and "Second Sea Congregations," (See *Gemeinen*), followed by the "John Nitschmann," "Gottlieb Pezold" "Henry Jorde" and "Gottlob Königsdörfer colonies," the most conspicuous in that interesting period in the history of Moravian immigration to America, which falls in the interval between 1742 and 1767. Individuals and small companies occasionally arrived on vessels from England, and from Holland, through which country the Rhineland sent her Palatinates for transportation to the New World. When, however, the Church organized colonies, she invariably provided vessels of her own, from considerations of economy and out of regard for their comfort, but more particularly from a reluctance to expose her members for whose spiritual welfare she was concerned, to the hurtful influences of promiscuous association during the tedious weeks and months of a sea voyage; and they were thus enabled to continue to enjoy the services which prevailed in their congregations at home.³

There were four vessels, the *Catherine*, *Little Strength*, *Irene* and *Hope*, owned by the Church and afloat at different dates within the period of which my paper treats, and their crews with but few exceptions were members

³ Some idea of the treatment and extortions to which German immigrants were exposed, is narrated by Gottlieb Mittleberger in his "Reise nach Pennsylvanien im Jahr 1750, u. Rückreise nach Teutschland im Jahr 1754." Stuttgart, 1756. From Würtemberg to Holland *thirty-six* custom houses had to be passed—the journey occupied four to five weeks, and the provisions and money were often consumed and exhausted before reaching the ship.

of or connected with the Church. In build they were snows, the nautical term for the largest of all two-masted vessels engaged in commerce, and the most convenient for navigation. The sails and rigging on the fore and mainmasts were similar to those of a ship. On many vessels of this build, however, there was a third, but much smaller mast, the foot of which was fixed in a block of wood on the quarter deck abaft the mainmast, and when the winds were favorable it could be raised, from which a try-sail extended to the stern. The ensign of the *Little Strength*, *Irene* and *Hope* was a lamb passant with a flag, in a blood colored field, and notwithstanding the peaceable character of these vessels, they carried an armament of from two to four cannons and small arms.

THE CATHERINE

was purchased in London, in the Spring of 1742, by Bishop Spangenberg, who was then in England, and on whom devolved the duty of providing transportation for the first colony organized and destined for Pennsylvania. The sum paid for her was £600, and she was registered in the name of George Stonehouse,⁴ and placed in command of Captain Thomas Gladman. On her the "First Sea Congregation," led by George Piesch, as Vorsteher, with Peter Böhler as Chaplain, sailed from London on March 15th, and arrived at Philadelphia June 7, 1742.⁵

The following day the German brethren were landed

⁴ George Stonehouse was born at Hungerford Park, Bucks, England, in 1714. Graduated at Pembroke College, Cambridge, and in 1737 became Vicar of the Parish of Islington at Tollington. In 1740 he sold his living. His wife, from 1740 to her death, was connected with the Moravian Church, at one time being a Deaconess, but he inclined more to the Whitefield and Wesley school. She died in 1751, and but for the opposition of her husband, would have made a handsome bequest to the Church. He died at Bristol in 1793.

⁵ Refer to the "First Sea Congregation," by John C. Brickenstein, Transactions Moravian Historical Society, Vol. I, p. 33, *et seq.*

and taken to the Court House at Second and Market Streets, where they took the usual qualification to the Government, and all signed their names but two single brethren, George Wiesner (who returned with Zinzendorf in 1743), and Matthias Wittke, who made their mark. The following is a list of the colonists:⁶

Henry and Rosina Almers,
David and Anna Catherine Bischoff, (Stewards.)
Peter and Elizabeth Boehler,
John Brandmiller,
John and Mary Barbara Brucker,
Paul Daniel and Regina Bryzelius,
George and Elizabeth Harten,
Robert and Martha Hussey,
Adolph Meyer.
Michael and Anna Johanna Miksch,⁷
Samuel and Martha Powell,⁸
Joseph and Martha Powell,
Owen and Elizabeth Rice,
Joachim and Anna Catherine Senseman,
Michael and Anna Rosina Tanneberger,
John and Elizabeth Turner,
David and Mary Elizabeth Wahnert,
Thomas and Anna Yarrell.

SINGLE BRETHREN.

Andrew, a negro,	William Okely,
John George Endter,	Christian F. Post,
Hector Gambold,	Gottlieb Pezold,
John C. Heydecker,	John Reinhold Ronner,
John Michael Huber,	George Schneider,
George Kaske,	Leonard Schnell,
Jacob Lischy,	Nathaniel Seidel,

⁶ For biographical sketches refer to Transactions Moravian Historical Society, Vol. I, p. 331, *et seq.*

⁷ An infant son of this couple, born on board the "Catherine," died and was buried near New London, Connecticut, while the vessel lay off the shore, May 24th, 1742.

⁸ They were the only colonists who paid any passage money.

John Philip Meurer,
Joseph Moeller,
John Okely,

Joseph Shaw,
Christian Werner,
George Wiesner,

Matthew Wittke.

A number of the English colonists were first settled in Bethlehem, and then at Nazareth, from whence they were transferred to Philadelphia, where they formed the nucleus of the Moravian congregation organized in that city.

After the colonists were disembarked, Samuel Powell, who had been appointed the agent of the Church in Philadelphia, disposed of the ship-stores and finally of the "Catherine," under the following letter of instructions and power of attorney executed by George Stonehouse to Peter Boehler :

"MY DEAR BROTHER BOEHLER,

The enclosed is a Letter of Attorney to you, whereby you become authorized to sell my ship the Snow "Catherine."

"The lowest value of the ship you know is already determined, namely £400., and this money is to be disposed of as follows, viz:

"1st. The wages of the Captain and the sailors, and the charges attending the ship are to be defrayed.

"2d. £200. are to be deposited in the Society to be instituted in Pennsylvania for the Furtherance of the Gospel, there to lay till that Society be formed, and then to buy a vessel fit for the intended use and wholly to be employed in that service.⁹

"3dly. After these expenses have been discharged, you are to pay the money remaining of the price of said ship, into the hands of Mr. Henry Antes, who is with it to

⁹ In January of 1748, the Society received £300., which had accrued from the sale of the "Catherine."

buy such living cattle, as are wanted to stock and manure the 5000 acres, the lands purchased of me in Pennsylvania.

(Signed)

“GEORGE STONEHOUSE.

“P.S.—You are desired to make use of Mr. [John Stephen] Benezet to direct you both as to the value of the ship, and the management of its sale on this occasion, and to venture nothing but by his advice.”¹⁰

POWER OF ATTORNEY.

“*Know all Men* by these presents, that I George Stonehouse of Buttermeer, in the County of Wilts, have made constituted and appointed, and by these presents do make constitute and appoint Peter Boehler, at this time being a resident of North America, to be attorney for me and in my name to sell assign and set over the ship or vessel being a Snow by name “Catherine,” being or supposed to be at this time in the harbor of Philadelphia in North America, whereof Thomas Gladman is Master, and also all and singular the anchors, cables, masts, sails, sail-yards, small arms, amunition, etc., to the said Snow belonging, or in any wise appertaining; in such way and manner as to my said attorney shall seem meet and for me and in my name to enter into and execute any deeds or instruments for the purpose aforesaid and to do all and every other act and acts for making the said sale as free and effectual to all intents and purposes as I myself could or might do if I was personally present. And I do hereby certify confirm and allow of whatsoever the said Peter Boehler shall lawfully do or cause to be done by virtue of these pres-

¹⁰ John Stephen Benezet, was the first Treasurer in Philadelphia of the collections for the Furtherance of the Gospel, prior to the organization of Society.

ents. In witness whereof I have hereunto set my hand and seal this thirteenth day of July in the year of our Lord 1742.

GEORGE STONEHOUSE. [SEAL.]

Witnesses,

JS. HUTTON, Bookseller.

CH. METCALF, Linen draper."

The subsequent history of the "Catherine," after she cleared from Philadelphia, we have failed to ascertain, but we do know, that the first spinet in use at Bethlehem was brought over on her, a present from Brother William P. Knolton, of the London congregation.

During the month of September, of the year under review, the following brethren and sisters arrived on vessels not owned by the Church :

Daniel and Hannah Neubert, with an adopted child,

Jacob and Anna Margaret Kohn,

Christopher and Christina Franke,

Martin and Anna Liebisch,

Anna Liebisch,

Maria Brandner,

Michael Schnall,

Maria Dorothea Meyer, wife of Adolph Meyer sailed with them, died off the Banks of New Foundland, and was buried at sea.

For the transportation of the colony which was being formed at Marienborn, Herrnhaag, Herrnhut, and in England, in the Spring of 1743, principally for the peopling of the settlements on the "Barony of Nazareth," and known as the "Second Sea Congregation,"¹¹ the

LITTLE STRENGTH,

was purchased in England by Nicholas Garrison Senr.,¹² who had been induced by Count Zinzendorf to accom-

¹¹ Refer to Transactions Moravian Historical Society, Vol. 1, p. 107 *et seq.*

¹² For memoir refer to Transactions Moravian Historical Society, Vol. 1, p. 337.

pany him to Europe. Captain Garrison was thereupon appointed her Master, and Captain Thomas Gladman (late of the "Catherine,") sailing master, John C. Ehrhardt was mate, with a crew of thirteen sailors, four of whom were not connected with the Church. Late in August she was dispatched to Rotterdam, where the German colonists, one hundred and two in number in temporary charge of Bro. George Neisser, were taken on board, and on September 17th, she sailed for Cowes, Isle of Wight, where nine days later, thirteen English brethren and sisters, who had been lodging in a house in Dartmouth Row, Blackheath, London, pending her arrival, joined the vessel. At nine o'clock on the following morning she set sail, and on the evening of November 26th, after a passage of eighty-seven days, anchored off Staten Island. The following are the names of the immigrants fitted out at *Marienborn* and *Herinshaag*:

Gottlieb and Johanna C. Anders,
 John Henry and Rosina Biefel,
 Martin and Margaret Boehmer,
 John David and Gertrude Boehringer,
 George and Anna Mary Christ,
 Thomas and Agnes Fischer,
 John C. and Anna Margaret Fritsche,
 Peter and Anna Barbara Goetje,
 John Godfrey and Anna Mary Grabs,
 Matthew and Elizabeth Hancke,
 Abraham and Anna Mary Hessler,
 John Tobias and Mary Hirte,
 John C. and Mary M. Hœpfner,
 John and Anna Margaret Jorde,
 Matthew and Christina B. Krause,
 Andrew and Rosina Kremser,
 George and Anna Mary Kremser,
 Daniel and Anna Mary Kunkler,
 John and Barbara Michler,
 John Henry and Rosina Moeller,

John and Mary Philippina Mozer,
 John Michael and Catherine Muecke,
 Jonas and Margaret Nilsen,
 George and Susan Ohneberg,
 John G. and Susan L. Partsch,
 David and Elizabeth Reichard,
 Matthew and Magdalen Reutz,
 John and Anna C. Schaaf,
 John and Divert Mary Schaub,
 Andrew and Hedwig Regina Schober,
 Matthew and Anna Margaret Schropp,
 John Christopher and M. Dorothea Weinert,
 Matthias and Margaret Catherine Weiss.

The following are the names of the colonists fitted out
 at *Herrnhut*:

Andrew and Anna Elizabeth Brocksch,
 Christopher and Anna Mary Demuth,
 John George Sr., and Regina Hantsch,
 Christopher and Elizabeth Hencke,
 John Henry and Barbara E. Hertzner,
 John and Rosina Münster,
 George and Johanna E. Nieke,
 Christian and Anna Dorothea Schutze,
 George and Anna Dorothea Zeisberger.

SINGLE BRETHREN.

John Jacob Doehling, Conrad Harding,
 John George Hantsch, Jr., Christian Frederic Oertter.
 John G. Nixdorf.

SINGLE SISTERS.

Anna Regina Hantsch.

Names of the colonists who were fitted out in *England*

Elizabeth Banister, widow,
 David and Mary Digeon,
 James and Elizabeth Greening,
 John and Sarah Leighton,
 Andrew and Jane Ostrum,
 Jasper and Elizabeth Payne,
 Richard and Sarah Utley.

With Bishop David Nitschmann,¹³ David Wahnert, (cook of the "Catherine") and wife, George and Elizabeth Harten, George Weber and wife, and Samuel and Mary, (Indian converts who had been married at Bethlehem on February 16th, by Bro. Peter Boehler), as passengers, the "Little Strength" on March 24, 1744, sailed from New York for Amsterdam,—a port she was destined never to reach. "About 10 o'clock on the morning of May 1st," writes Mate John Cook,¹³ in his narrative of her capture by a Spanish privateer, "when in the chops of the English Channel, we sighted a vessel under full sail bearing down on us. Suspecting her of being a privateer, Bishop Nitschmann ordered Captain Garrison to crowd on all sail, but she gained on us so rapidly, that by three o'clock she was only a mile astern. She then fired a shot and hoisted English colors, whereupon we lowered our flag in token of submission and resigned ourselves to our fate. When she came up with us, she hauled down the English and hoisted the Spanish flag, and Captain Garrison was ordered on board with a boat's crew. She then sent on board of us a prize crew of nineteen seamen, armed with pistols and cutlasses. On boarding they stripped us of our clothes, and gave us the rags on their backs

¹³ John Cook, painter, poet, and mariner, was born at Leghorn, Italy, in July of 1720. Originally a Romanist, we find him in 1743, registered among the members of the London congregation. He died in Germany in 1747. In the Archives at Bethlehem, there is a curious specimen of his handiwork, a manuscript octavo of 64 pages entitled, "The burden'd Pilgrim released and his journey to the New Jerusalem on the ship "Little Strength," 1744," illustrated with four designs and a portrait of himself, under which is written this allegory:

" On ye wide Ocean far from Land,
With cheerful Heart I first took Pen in hand,
On this dear Subject in few words to treat
Which was and is to me exceeding sweet ;
My style is simple—and my native Place
Is ITALY—but my Home is Grace.

in exchange. The chests on deck were then rifled. The privateer, having thus disposed of us, and our prize officer, who was a Dane, being ordered to take us into St. Sebastian, she sailed away.

"Our new captain at first proved to be civil, assigned the cabin for our quarters and permitted us to continue our daily services. On the evening of May 5th we celebrated our last love-feast on board the *Little Strength*. The next day land was sighted, and I composed the following verse, which I wrote on one of the beams in the cabin :

" Poor *Little Strength*, which once hath been
The ark of our Eternal King,
In which the servants of our God
Passed o'er to bear the news of Blood.
But since tho' took, yet will be bold
To tell to Spain and all the World,
That Jesus Christ Lord and God
Has bought *them* by His death and blood !

"Early on the morning of the 7th we signalled for a pilot, after which the captain entered the cabin, demanded the keys of our chests, money and watches, and told us that we could only take with us what clothing we wore. At 3 o'clock we anchored off St. Sebastian, and later the brethren were confined in the prison (a stinking place), but Bro. Garrison secured lodgings for the sisters in the town. The following day we were examined by the naval officer and set at liberty."¹⁴

After being exchanged the passengers and crew finally reached their destinations, some by land and others by water. The *Little Strength* proved a total loss to the Church.

¹⁴ One year later Captain Garrison, who accompanied Peter Böhler, Anton Seyffert, Henry Almers and Paul D. Bryzelius to Europe, on the "Queen of Hungary," Captain Hilton, had the misfortune to be again captured, this time by a French privateer off the Scilly Islands.

THE IRENE.

Four years were now to elapse before the Church again had a vessel of her own afloat.

The demand from Pennsylvania for more colonists becoming urgent, in the late Summer of 1744, Zinzendorf, after consulting with Bishop Spangenberg, who had been selected to superintend the affairs of the Church in America, and Captain Garrison, recently returned from captivity at St. Sebastian, decided that a transport vessel should be built in New York, under the supervision of the latter. On October 25,

Bishop Spangenberg and wife,
 Captain Garrison,
 Abraham and Sarah Reincke,
 Andrew and Dorothea Horn,
 Christian Froelich and

George Neisser, on the ship *Jacob*, arrived at New York. The day following his arrival Captain Garrison called on Timothy Horsfield, to whom he had written from Marienborn, concerning the building of the projected vessel, and also on Thomas Noble¹⁵ who was to act as financial agent.

After several consultations they decided that a snow should be built, of larger tonnage than any heretofore owned by the Church and contracted with John Van Deventer,¹⁶ a reputable ship-builder of Staten Island, to

¹⁵ Thomas Noble, a prominent merchant of New York, and originally a member of the Presbyterian Church, became acquainted with the Moravians through Bishop Spangenberg, and when Christian Henry Rauch was dispatched to New York he became a guest at his house. In 1741, Mr. Noble and his wife united with the Society organized by Peter Böhler, which for two years met at his house. He was selected as one of its lay Elders, and to his death, in 1746, was an active promoter of the Moravian movement in America. His children were educated in the Church schools at Mount Frederick and Bethlehem, and with the exception of one daughter, Mary, who married Benjamin, a son of Captain Garrison, died in their youth.

¹⁶ John Van Deventer, whose grandfather was one of the first settlers of New Utrecht, Long Island, was born in 1697, and at the date of this narra-

build the hull, make and set the masts and rig the vessel. The rigging, cables and anchors were to be procured in England, these articles being cheaper there than in the Colonies, and it was also contemplated to employ those single brethren at Bethlehem, who were joiners, to do the inside work of the cabin. This latter project, however, fell through, owing to their services being required in the erection of the new Brethren's House, and New York mechanics were substituted.

The following extracts from a letter of Bishop Cammerhoff to Zinzendorf, dated July 2, 1748, give us interesting details regarding the building of the new vessel.

"We have endeavored to conduct the whole project agreeably with your best views. Spangenberg has done the same, and always acted strictly according to your wishes. During Bro. Noble's lifetime there came *three* simultaneous, contradictory orders to him. *First*, that he should build the vessel at all cost, and as speedily as possible. *Second*, that he should build and dispose of it. *Third*, that he should sell it at once, whether completed or not, reimburse himself if possible, or the balance would be refunded, and that he should consult *only* with Spangenberg. Now Spangenberg listened to none of these discordant representations, but advised Bro. Noble to follow only the postscript in your letter of September 3, 1745, to Captain Garrison, which stated 'that the work should be continued at leisure.' After Noble's death Timothy Horsfield was authorized to continue the work on the old basis, but no money coming from abroad,

tive, with his wife Lysbet, is registered among the members of the Staten Island congregation. His ship yard was located near where Port Richmond now stands, and the point of land near by, until 1770, was called Van Deventer's Point. He died October 16, 1753, and two days later was buried by Rev. Thomas Yarrell. "The large company at the grave, comprising Assemblymen, Judges, Justices and friends, listening with attention to the remarks on 'He hath abolished death and brought light through ye Gospel.'"

and there being none in the hands of Bro. Noble's firm, Spangenberg was compelled to obtain a loan in New York at seven per cent. interest. This loan will be repaid by Spangenberg from the bequest made to him in Thomas Noble's will.¹⁷ By this means all charges were paid up to the day the vessel was launched. Thus the work was done in 1747 and '48.

"In the Summer of 1747 the vessel was caulked, we hearing that she was to be made ready for service. This, however, proved to be a false report. But the following Spring work was recommenced, and in April Spangenberg and Dirk Schuyler, of Brunswick,¹⁸ who had himself built many vessels, consulted with Van Deventer, and decided that the launch should be made on the Spring tide in May.

"At the Naval Office [New York] we have learned the following: *First*: Every ship must have its owner, in whose name the vessel must be registered. If joint owners, all the names must appear. No Society can own a ship or obtain a register for one. *Second*: Owners of ships must be English born or naturalized citizens. *Third*: The owner, when he registers, must take an oath or affirm that he is only or true owner, and that no foreigner has direct or indirect ownership in her. We consulted as to whose name the vessel should be registered in, and selected Henry Antes. He accepted and gave us a declaration of trust. . . ."

On May 21, 1748, Bishop Cammerhoff left Bethlehem

¹⁷ Bishop Spangenberg received £1082 from the estate of Thomas Noble, of which he donated £823 5. Pennsylvania currency, towards building the vessel.

¹⁸ Dirk Schuyler, an Alderman of New Brunswick, New Jersey, was long the friend of Bishop Spangenberg, and his house was the usual stopping place for the Moravians journeying between Bethlehem and New York. His name appears on the registers of persons attached to the Church in the vicinity of New York.

for Staten Island, where he was met by Bishop Spangenberg, Henry Antes, Timothy Horsfield and Van Deventer, and by them it was agreed, that wind and tide being favorable, the vessel should be launched on the 29th instant, and then be taken to New York, where the joiners were to finish the inside work. Accordingly on Tuesday, May 29th, at eleven o'clock A.M., in the presence of about one thousand spectators, the "Irene," as she was christened, was successfully launched, after which a lunch was served to the workmen.¹⁹ On the following day while being towed up to the city by a boat with six oarsmen, a strong north-west wind drove her too far into the current of the North river, and being in danger of going on the rocks, she was anchored. It was not until Friday morning that she was safely docked at Old Slip, Captain Garrison put in command and Bro. John Brandmüller appointed watchman.²⁰ Zinzendorf having instructed Captain Garrison to load general cargoes for outward voyages, he inserted through his agents the following advertisement in the *New York Gazette* of June 24th.

FOR AMSTERDAM DIRECT

The Snow "Irene," Nicholas Garrison, Master, will sail by the 1st of August next at furthest. For freight or passengers agree with said Master, at the house of Jarvis Brinckerhoff.

¹⁹ In honor of this event Bishop Spangenberg presented to Lysbet Van Deventer, the wife of the builder, £2. 2. 1. with which to purchase a new gown.

²⁰ The "Irene" was registered at the New York Custom House at a cost of £2. 2., and is described as being "plantation built," eighty tons burthen, mounted with two guns and navigated by nine men." Owing to her being "plantation built," i.e. built in the colonies, it was not required that her master in his bond should give her dimensions, hence we cannot give them. A plan of the vessel is preserved in the Archives at Bethlehem, and also a book of sailing directions belonging to her.

A cargo of coffee, rice and sugar, and a few passengers (not Moravians), having been secured, Bishop Cammerhoff visited the "Irene" at her dock on August 31st, and kept a farewell Love-feast with her officers and crew. On September 8th, the vessel sailed on her first voyage. Captain Garrison continued to be Master of the "Irene" until 1755, when his son Nicholas made one voyage, and he was succeeded by Captain Christian Jacobsen.²¹ It may be here stated, that when the arrival of the "Irene" was reported in Bethlehem, a number of single brethren were frequently dispatched to New York, to assist in unloading her and to guide the colonists to Pennsylvania, and furthermore, that Claudius Nisbet of the London congregation, a well to do merchant, looked after the interests of the vessel when in an English port.

While the "Irene" was being built, several small companies of Moravians arrived at Philadelphia and New York,—the first to note, in September of 1745, at the first named port were :

William P. and Hannah Knolton,
Eve Mary Meyer, (a widow),
Jarvis Roebuck.

On December 28th, 1746, the snow "John Galley," Captain Crosswaite, arrived off Lewes, Delaware, and the river being filled with ice, landed the following brethren and sisters who continued their journey by land to Bethlehem via Philadelphia :

Bishop J. C. F. and Anna Cammerhoff,
Esther Froelich, (wife of Christian Froelich),

²¹ Christian Jacobsen, mariner, was born in Denmark, in February of 1726. In 1766, he married the widow Ann Van Deventer, by whom he had one son. After leaving the sea he retired to his farm on Staten Island, and in April of 1776, he was Chairman of the Richmond County Committee for the organization of four companies of militia for the Continental service. At two o'clock on the morning of January 20th, 1782, he was shot by some British soldiers who came to rob him, and died a few hours afterwards. His remains were interred in the Van Deventer family vault.

Matthias Gottlieb Gottshalk,
 Vitus and Mary Handrup,
 Judith Hickel, (a widow),
 Sven and Anna Margaret Roseen,
 John and Johanna Wade,
 John Eric Westermann.

In June of 1748, there arrived at New York, Captain Garrison with five Brethren to form part of the crew of the "Irene," and Bro. Bernhard Adam Grube in charge of the following single brethren :

J. G. Bitterlich,	Christian Pfeiffer,
Andrew Brocksch,	Godfrey Roemelt,
John G. Geitner,	Jeremiah Schaaf,
Joseph Hobsch,	Christian Schmidt,
Gottfried Hoffman,	Paul Schneider,
Matthew Kunz,	John Seyffert,
Paul Paulsen,	Samuel Wutke.

In September, there also arrived at the same port,
 Baron John, and the Countess Benigna von Watteville,
 Anna Rosina Anders,
 Hasselmann,
 Catherine Barbara Keller,
 Elizabeth Lisberger,
 Elizabeth Palmer.

During the nine years the "Irene" was in the service of the Church, she crossed the Atlantic twenty-four times, sailing between New York and ports in England and Holland, and made one voyage to Greenland. She was always rated a staunch vessel and an excellent sailer, and to the time of her capture and loss, had never met with any serious mishap. The large number of colonists she brought over from Europe for settling the estates of the Church in Pennsylvania, and the fact of her never entering at or clearing from the port of Philadelphia, which was nearer to the Brethren's settlement than New York, caused Governor Hamilton in a per-

sonal interview with Bishop Spangenberg, to ask for an explanation. "We wish it would suit our convenience to use the port of Philadelphia," stated the Bishop, "but it was found impracticable, for our Captain, who was born near New York and has a large acquaintance with the merchants of that city, can more readily obtain freight there than in Philadelphia; passengers alone not being sufficient. And another serious matter is, that the merchants of Philadelphia own their vessels." The explanation was satisfactory.

In compiling the following accounts of the voyages made by the "Irene," I have drawn from the Archives at Bethlehem and the newspapers of Philadelphia and New York between the years 1748 and 1758.

FIRST VOYAGE.

The "Irene," in command of Captain Nicholas Garrison, Christian Jacobsen, mate, and the following crew, Ehrhardt, Schaut, Christiansen, Kemper, Robbins, Okely and Edmonds, sailed from New York for Amsterdam, September 8th, 1748,²² and arrived at the Texel November 1st. Cleared from London, March 1st, 1749, and arrived at New York May 12th, having on board the "John Nitschmann Colony." With this colony came Christian David, of Herrnhut, Matthew and Rosina Stach, missionaries to Greenland, and their converts Judith Issek, Matthew and John, who had been on a visit to Europe. Christian David during his sojourn in Pennsylvania assisted in the building of "Old Nazareth," and visited other settlements. At a Love-feast given in Bethlehem on June 9th, the Greenlanders appeared in their native costume. In the center of the chapel sat the Greenlanders and aside of them two Arawacks, from

²² Abraham Boemper on July 15, 1748, paid £2. 2. for register of the "Irene" at the Custom House.

the Berbice mission in South America ; next some thirty converts from five or six Indian tribes, and back of them the "missionaries to the Heathen," then present in Bethlehem. All the hymns sung were in the languages of the nationalities present. The following day the Greenlanders set out for Philadelphia, where they visited the Governor, and from thence proceeded to New York.

A correspondent in Philadelphia writing under date of June 15th, to the *New York Gazette and Post Boy* states :

"The Beginning of this Month three Natives of Greenland, two young Men and a young Woman, converted to the Christian Religion by the Moravian Missionaries in that Country, were on a Visit in this City to the Brethren here. They left their own Country about two years ago in a Ship belonging to that Society (which had carried a ready framed Church to be erected there, Greenland affording no Wood for Building ; This vessel sailed from this Port a few days ago for Davis's Strait, with some of the Greenlanders on board) and have visited the Brethren in several Parts of Europe, as England, Holland and Germany. They were clad in Seal Skins with the Hair on, after the manner of their own Country, their Eyes and Hair black, like our Indians, but their Complexion somewhat lighter. The Moravians it seems, have a Mission at Berbice near Surinam, and two Indian Converts from there with these Greenlanders, met lately at Bethlehem in this Province with some of the Delaware Indians, and some of the Mohickons, converts also of the Moravians ; and tho' their Native Lands are vastly so remote, as the Latitude 54 and 65 North, yet what they observed of each others Hair Eyes and Complexion, convinced them that they were all of the same Race. They could find, however, no kind of Similitude in their several Languages."

The "John Nitschmann Colony" was the largest ever brought over on a Moravian transport, and it is also worthy of record, that on July 15th, thirty one couples of the Colony were married by seven clergymen at Bethlehem ; which epithalamic event is known to Moravian historians as the "Great Wedding." The following is a roster of the colonists :

John and Juliana Nitschmann,
 David and Rosina Nitschmann,
 Michael and Anna Helena Haberland,
 Samuel and Rosina Krause,
 Joseph and Verona Mueller,
 Christian Jacob and Anna Margaret Sangerhausen,
 Matthew and Rosina Stach,
 John and Anna Stoll,
 David and Mary Wahnert,
 Christian Frederick and Anna Regina Steinmann,
 Christian David, widower,
 John Schneider, widower,
 Magdalene Elizabeth Reuss, widow.

SINGLE BRETHREN.

Gottlieb Berndt, clothier, Upper Silesia,
 Wenzel Bernhard, baker, Bohemia,
 Joachim Birnbaum, tailor, Brandenburg,
 Peter Drews, ship carpenter, Glückstadt,
 J. Philip Duerrbaum, Mittelhausen,
 Enert Enersen, joiner, Norway,
 J. Godfrey Engel, tailor, Brandenburg,
 Henry Fritsche, tailor, Silesia,
 Elias Flex, farmer, Upper Silesia,
 Paul Fritsche, carpenter, Moravia,
 J. Leonard Gattermeyer, blacksmith, Bavaria,
 George Gold, mason, Moravia,
 John Peter Hohmann, shoemaker, Brandenburg,
 Daniel Kliet, blacksmith, Frankfort,
 Christopher Kuehnast, shoemaker, Prussia,
 Andrew Krause, weaver, Brandenburg,

David Kunz, farmer, Moravia,
 Peter Mordick, farmer, Holstein,
 John Bernhard Mueller, clothier, Württemberg,
 Michael Muenster, carpenter, Moravia,
 Martin Nitschmann, cutler, Moravia,
 Carl Opitz, shoemaker, Silesia,
 George Pitschmann, weaver, Upper Silesia,
 John George Renner, farmer, Swabia,
 John Christian Richter, joiner,
 Andrew Rillman, stocking-weaver, Saxony,
 Frederick Schlegel, weaver,
 John Schmidt, furrier, Silesia,
 John Christopher Schmidt, fringe and lace maker, Saxony.
 Melchior Schmidt, carpenter, Moravia,
 Melchior Schmidt, weaver, Moravia,
 Martin Schneider, mason, Moravia,
 Carl Schultze, mason, Posen,
 Godfrey Schultze, farmer, Lower Silesia,
 John Schweisshaupt, stocking-weaver, Württemberg,
 Andrew Seiffert, carpenter, Bohemia,
 Thomas Stach, book binder, Moravia,
 Rudolph Straehle, mason, Württemberg,
 David Tanneberger, joiner, Upper Silesia,
 John Nicholas Weinland, farmer.

GREENLANDERS.

John, Matthew, Judith.

SINGLE SISTERS.

Rosina Arndt,	Margaret Drews,
Rosina Barbara Arnold,	Charlotte Eis,
Margaret Ballenhorst,	Maria Elizabeth Engler,
Anna Rosina Beyer,	Catherine Fichte,
Maria Beyer,	Catherine Fischer,
Elizabeth Bieg,	Rosina Galle,
Catherine Binder,	Margaret Gröszer,
Rosina Dietz,	Helena Gründberg,
Maria Dominick,	Juliana Haberland,
Sophia Margaret Dressler,	Anna Maria Hammer,

Rosina Haus,	Maria Elizabeth Opitz,
Margaret Heindel,	Catharine Paulsen,
Maria Barbara Hendel,	Anna Ramsburger,
Anna Rosina Kerner,	Margaret Catherine Rebstock,
Anna Maria Koffler,	Anna Catherine Renner,
Anna Maria Krause,	Anna Maria Roth,
Barbara Krause,	Juliana Seidel,
Martha Maans,	Anna Maria Schmatter,
Magdalena Meyerhoff,	Rosina Schuling,
Magdalena Mingo (negress),	Magdalena Schwartz,
Anna Maria Nitsche,	Dorothea Uhlmann,
Dorothea Nuernberg,	Divert Vogt,
Helena Nusz,	Susanna Weicht,
Elizabeth Oertel,	Catherine Wentzel.

SECOND VOYAGE.

Loading lumber and other material for the mission in Greenland, the *Irene* sailed from Staten Island June 21, 1748, with Christian David, the missionary Stach and wife and their three converts, and arrived at New Herrnhut, Greenland, on July 30. She returned to New York August 29.

The early Summer of 1749 the following single brethren from Yorkshire, England, arrived at Bethlehem, for the purpose of conducting the manufacture of woollens :

William Dixon,	John Hirst,
Joseph Haley,	Richard Popplewell.

THIRD VOYAGE.

On October 15, 1749, the *Irene* sailed from New York, among her passengers being Bishops Spangenberg, David Nitschmann and von Watteville, and arrived at London November 21, making the quick passage, as her log states, of only "thirty days from land to land." She sailed from Dover May 11, 1750, and arrived at New York on June 22, making a remarkable westward

passage, with the "Henry Jorde Colony" on board. The following are the names of the colonists:

John Andrew Albrecht,	Carl Ludwig,
Marcus Balffs,	Jacob Lung,
George Baumgarten,	John George Masner,
Henry Bergmann,	Christopher Matthiesen,
John Andrew Borhek,	Nicholas Matthiesen,
Zacharias Eckhard,	Christopher Merkly,
Walter Ernst,	Jacob Meyer,
Just Erd,	John Stephen Meyer,
Claus Euler,	Philip Meyer,
Henry Feldhausen,	John Muensch,
J. Christopher Feldhausen,	Melchior Muenster,
Godfrey Fockel,	John Jacob Nagle,
John Godfrey Fockel,	— Neilhock,
Samuel Fockel,	John Michael Odenwald,
Henry Friz,	John Matthew Otto,
Andrew Freyhube,	John Ortlieb,
Lucas Fuss,	Peter J. Pell,
Christian Giersch,	Hans Petersen,
John George Groen,	Frederick Jacob Pfeil,
Abraham Hasselberg,	John Michael Pitzman,
Balthaser Hege,	Jacob Priessing,
Jacob Heydecker,	John Henry Richling,
John Henry Herbst,	John Richter,
Samuel Herr,	Godfrey Roesler,
Jacob Herrman,	Daniel Ruenger,
John Gottlob Hoffman,	Michael Sauter,
Thomas Hoffman,	Paul Jansen Sherbeck,
Christian Henry Hoepfner,	Henry Schoen,
Eric Ingebretsen,	George Schweiger,
Andrew Jæncke,	Christian Schwartz,
John Theobold Kornmann,	Gottfried Schwartz,
John Gottlieb Lange,	Abraham Strauss,
John Samuel Lauck,	John Daniel Sydrich,
Henry Lindenmeyer,	— Theodorus,
Christian Henry Loether,	John Andrew Wagenseil,
	Andrew Weber.

FROM ZEYST.

Christopher Feldhausen,	Paul Christian Stauber,
John Christian Hænsel,	John Thomas,
Paul Hennig,	London (a negro from London),
Henry Gerstberger,	Frederick Emmanuel Herrman,
Andrew Gross,	Susan Maria Herrman,
John Henry Merck,	Francis Steup,
Martin Presser,	Sophia Steup.

In July thirty of these single brethren were sent up to Christian's Spring, in charge of John Gottlob Hoffman.

FOURTH VOYAGE.

The *Irene* left her dock in New York, August 28, 1750, with Nathaniel Seidel, David Zeisberger and other passengers, and Captain Garrison was instructed to put in at some port in Nova Scotia, the Government of which was inviting settlers to the Province, "to spy out suitable lands for Brethren's settlements." During a very severe storm she lost both topmasts and narrowly escaped foundering. On her return voyage she sailed from Dover and arrived at New York September 26, 1751, with Nathaniel Seidel and the following single and married brethren:

Joachim and Elizabeth Busse,	John Jacob Schmick,
John Christian Christiansen,	David Zeisberger,
John Michael and Gertrude Graff.	

FIFTH VOYAGE.

On November 22, 1751, the *Irene* sailed from New York with John Nitschmann,²³ John C. Pyrlaeus and wife, Henry Jorde and six passengers. She arrived at

²³ His wife died at Bethlehem, February 21, 1751, and her grave, in the center walk of the cemetery, has in recent years been marked by a new stone.

New York from Dover, May 17, 1752, bringing the following brethren and sisters :

Francis and Anna Catharine Boehler,
 Andrew Anton and Anna Maria Lawatsch,
 Rosina Pfohl, a widow, Jacob Rogers, a widower,
 Jacob Wahnert, a widower, Margaret Wernhamer, single-
 woman, nurse, a matron.

About a month after the sailing of the *Irene* upon her fifth voyage, there arrived at New York unexpectedly, Bishop Spangenberg with

Philip Christian Bader, Nicholas Henry Eberhardt,
 Matthew and Anna Maria Hehl,
 Matthew Kremser, Carl Godfrey Rundt,
 Henrietta Peterman.

The *New York Gazette and Post Boy* frequently contains the advertisements of Henry Van Vleck, Samuel Stillwell, Rudolphus Van Dyck and other merchants, offering for sale merchandise imported on the *Irene*, and Captain Garrison, "Holland bricks cheap for ready money."

SIXTH VOYAGE.

The *Irene* sailed from New York July 6, 1752, and from London on her return September 30, and arrived at her dock November 20, having on board the following single sisters, in charge of Sister Anna Johanna :

Anna Maria Beyer,	Christina Morhardt,
Maria Catherine Dietz,	Regina Neuman,
Margaret Ebermeyer,	Linnet Redderberg,
Dorothea Gaupp,	Catherine Ruch,
Catherine Gerhardt,	Felicitas Schuster,
Inger Heyd,	Margaret Seidner,
Margaret Catherine Klingelstein,	Anna Sperbach,
Anna Mann,	Juliana Warkler,
Agnes Meyer,	— Schultz, a widow,
Johanna Dorothea Miller (wife of Henry Miller, the printer),	
John Toeltschig,	David Wahnert.

SEVENTH VOYAGE.

On April 5, 1753, the *Irene* sailed from New York, and from London on her return, June 13, and was docked September 9. Her passengers were:

Peter and Elizabeth Boehler,
 Jacob and Elizabeth Till,
 Susan and Rebecca Till,
 George Stephen and Susan Watson,
 and a colony of twenty-three single brethren in charge of Gottlob Koenigsdörfer, from the congregations at Barby, London, Herrnhut, Hennersdorf and Zeyst.

Ludolph Gottlieb Backhof, student, Lüneberg,
 Christopher Henry Baehrmeyer, writer, Brandenburg,
 Frederick Beyer, carpenter, Silesia,
 Ludwig Christian Dæhne, tailor, Weringerode,
 Jacob Eyerle, blacksmith, Würtemberg,
 George Christian Fabricius, student, Denmark,
 Christian Frederick Toellner, tailor, Pomerania,
 Jacob Friis, student, Denmark,
 George Wenzeslaus Golkowsky, surveyor, Silesia,
 Joseph Haberland, mason, Moravia,
 Jacob Herr, mason, Würtemberg,
 Samuel Hunt, cloth maker, Yorkshire, England,
 Jacob Jürgensen, purse maker, Denmark,
 Hans Martin Kalberlahn, surgeon, Dronthheim,
 Henry Krause, butcher, Silesia,
 Otto Christian Krogstrup, student, Denmark,
 Joseph Lemmert, tanner, Brisgan,
 Albrecht L. Rusmeyer, student, Lüneberg,
 George Soelle, student, Denmark,
 Christian Wedsted, carpenter, Denmark,
 Peter Weicht, farmer, Silesia,
 Peter Worbass, carpenter, Denmark,
 Curtius Frederick Ziegler, student, Pomerania.

David and Rosina Wahnert were steward and stewardess of the colony, to whose care was given the portrait of Christian Renatus von Zinzendorf, now in the

archives at Bethlehem. It is also worthy of mention, that the *first steam engine* used in America was brought over on this voyage, and taken to the copper mine near the present town of Belleville, New Jersey.

EIGHTH VOYAGE.

On November 3, 1753, the *Irene* sailed from New York, and from Gravesend March 15, 1754, reaching her dock April 15. This is the quickest western voyage she ever made, "being but three Sundays at sea." When within five days sail of New York, Bishop Spangenberg ascertained the sense of the crew, to wit, of Nicholas Garrison, Jr., Benjamin Garrison, William Okely, Just Jansen, William Edmonds, Peter Brink, William Angel and Christian Jacobsen, in reference to the Act of Parliament, George II, being impressed thereto, in view of impressment of sailors, which was expected at New York. Fortunately the Moravian sailors escaped the rigors of the Act. The following is a list of her passengers and colonists by choir-classification :

WIDOWERS.

A. G. Spangenberg,	Francis Christian Lembke,
David Nitschmann, Senr.,	Andrew Schoute.

MARRIED BRETHREN.

C. T. Benzien,	J. Valentine Haidt,
P. D. Bryzelius,	David Heckewelder,
John Ettwein,	D. Schmidt,
Nicholas Garrison (master),	D. Wahnert.

MARRIED SISTERS.

Anna Maria Benzien,	Catherine Haidt,
Regina Dorothea Bryzelius,	Régina Heckewelder,
Joanetta Maria Ettwein,	Rosina Wahnert,
Mary Ann Garrison.	

WIDOW.

Martha.

SINGLE SISTERS.

Mary Evans, — Eurichew, — Wyke.

SINGLE BRETHREN.

William Angel,	— Lighton,
Peter Brink,	Christian Jacobsen,
William Edmonds,	— Jost,
Charles Frederick,	William Okely,
Benjamin Garrison,	Nicholas Garrison, Jr.,
	Andrew Hoeger.

BOYS.

GIRLS.

INFANTS.

John Heckewelder,	Anna Benigna Benzien,	Christel Benzien,
David Heckewelder,	Hannah Bryzelius,	Renatus Bryzelius,
Christian Heckewelder.	Mary Bryzelius,	Christel Ettwein.
	Mary Heckewelder.	

NINTH VOYAGE.

The *Irene* sailed from New York May 29, 1754, and from London September 22, arriving at New York November 16, having on board a colony of single men in charge of Gottlieb Pezold.

Nicholas Anspach, farmer, Palatinate,
 Matthew Bacher, shoemaker, Salzburg,
 Lorenz Bagge, carpenter, Holstein,
 Joseph Bulitschek, carpenter, Bohemia,
 Jens Colkier, carpenter, Jutland,
 Adam Cramer, tailor,
 Melchior Coumad, carpenter, Moravia,
 Detlof Delfs, shoemaker, Holstein,
 Franz Christopher Diemer, baker,
 Carl J. Dreyspring, tailor, Würtemberg,
 Gottfried Dust, potter, Silesia,
 Jacob Ernst, baker, Switzerland,
 Casper Fischer, miller, Hildburghausen,
 August Henry Francke, tailor, Wetteravia,
 Christian Frieble, carpenter,
 Hans Nicholas Funk, farmer, Lobenstein,

Joseph Giers, miller, Moravia,
 John Henry Grunewald, farmer, Mecklenburg,
 Matthias Gimmele, tailor,
 John Adam Hassfeldt, saddler, Ebersfeld,
 Joseph Huepsch, shepherd, Moravia,
 John Jag, Moravia,
 Samuel John, Malay, Ceylon,
 John Klein, saddler, Darmstadt,
 Christopher Kloetz, shoemaker, Wollmirstadt,
 Adam Koffler, linen weaver,
 John George Kriegbaum, shoemaker, Anspach,
 Christopher Kuershner, shoemaker,
 David Kunz, carpenter, Moravia,
 John Henry Lenzner, bookbinder, Beyreuth,
 Michael Linstroem, linen weaver,
 John Matthew Miksch, gardener, Saxony,
 Henry George Meisser, shoemaker,
 Lorenz Nielson, carpenter, Holstein,
 Carl Ollendorf, tailor, Brandenburg,
 Hans Petersen,
 Philip Henry Ring, baker, Elsass,
 Martin Rohleder, farmer, Moravia,
 Samuel Saxon, clothier, England,
 Martin Schenk, mason, Moravia,
 George Schindler, carpenter, Moravia,
 Peter Sproh, mason, Courland,
 Anton Stierner, mason, Prussia,
 Christian Stierner, shoemaker, Prussia,
 John George Stark, stocking weaver,
 John Stettner, tailor, Anspach,
 Edward Thorp, shoemaker, England,
 Carl Weinecke, shoemaker,
 Joseph Willy, clothier, England,
 Jens Wittenberg, skinner, Norway,
 John Wuertele, shoemaker, Württemberg,
 Henry Zillman, tailor, Brandenburg,
 Christian Frederick Post, widower, Indian missionary.

It was while the *Irene* was in port that the project to transport merchandise by water between Bethlehem and

the capital of the Province was unsuccessfully attempted, the details of which I have given in my paper, "The Ferry and Boat Yard of Bethlehem."

TENTH VOYAGE.

In charge of Nicholas Garrison Jr., as Master, the *Irene* sailed from New York, February 4th, 1755, and arrived from London August 11th.

ELEVENTH VOYAGE.

The *Irene* Christian Jacobsen, Master, sailed from New York, September 28th, 1755, from England April 6th, 1756, and arrived at New York, June 2nd, with fourteen single brethren, in charge of John Henry Seidel :

John Bartholomew Böninghausen,	Henry Ollringshaw,
Joachim Busse,	John Michael Rippel,
James Hall,	John Roth,
Casper George Hellerman,	Michael Ruch,
Elert Koortsen,	William Schmaling,
George Ernst Mentzinger,	George Seneff,
John Mueller,	Hans Jacob Schmidt.

TWELFTH VOYAGE.

On July 1st, 1756, the *Irene* sailed from New York, and on September 23rd, from London, arriving at New York December 12th, with the following passengers :

Peter Boehler,	Christian Bohle,
William Boehler,	Adolph Eckesparre,
Philip Christian Reiter.	

THIRTEENTH VOYAGE.

The *Irene* sailed from New York, March 17th 1757—the only vessel allowed to leave that port after the embargo was laid—with Joseph Locker and George Ernst Mentzinger, passengers for London. Sailing from the latter port September 15th, she arrived at New York after a passage of fifteen weeks.

FOURTEENTH VOYAGE.

On November 20th, 1757, the *Irene* sailed from New York on her last voyage. When ten days out, she was captured by a French privateer, and proved a total loss to the church.²⁴ The news of her capture and wreck did not reach Bethlehem until May 19th, 1758. The following interesting account of her capture was prepared by Andrew Schoute, for some years her mate.²⁵

"On the 20th of November we cleared Sandy Hook. At noon of the 29th, when in latitude 36° 35" and longitude 60°, we sighted a vessel to the north bearing down on us and soon after hoisting the English flag. Mistrusting the stranger, we showed no colors, but crowded on all sail in the hope of effecting our escape. Hereupon the stranger ran up the French flag. It was now a trial of speed, in the course of which the *Irene* gave proof of her excellent sailing qualities, but at eleven o'clock at night our storm-sails parted. The privateer now gained rapidly upon us, and as she did so fired shot after shot.

²⁴ The Trustees of the *Irene* at the time of her loss were: Henry Van Vleck, of New York; Nicholas Garrison, Senr., of Bethlehem; Charles Metcalf, of London, and Timothy Horsfield, of Bethlehem. By these her accounts were finally settled May 31st, 1763, and disappear from the books.

²⁵ Andrew Schoute was born at Copenhagen, Denmark, in 1700. Early in life he manifested a fondness for adventure, impelled by which he led a roving life until 1731, when he settled in Amsterdam. But here, his associates proved ruinous to him, and he resolved to follow the sea as the best means for retrieving his fortunes. Accordingly he enlisted in the Dutch Navy, and sailed on a man-of-war for the Mediterranean. While in this service he was promoted to mate and first pilot. At the expiration of his term of enlistment, in 1737, he entered the Dutch East India Company service. Four years later we find him in the Russian Navy, and in 1742, pilot of the Admiral's ship. While in winter quarters at Reval, Schoute became acquainted with the Moravians, was impressed by their preaching, abandoned the sea, and in 1746, united with them at Herrnhag. As mate of the *Irene* he continued until impaired health necessitated him to resign in the summer of 1754. Desirous of spending the remainder of his days in Europe, he took passage on the *Irene* and made the trying experience related. He died at Bethlehem in 1763.

I counted thirty, not including the volleys from small arms. It being bright moonlight and no further hope of escape in our disabled condition, we backed our sails, and at midnight our ill-fated vessel was boarded—Lat. 36° Long. 62° . Capt. Jacobsen and two of the crew were immediately transferred on board the privateer, which proved to be the *Margaret* from Louisburg, mounting eight guns and eight swivels and manned by fifty men; and the *Irene* was given in charge of a prize crew, consisting of a captain, lieutenant and twelve sailors. At day-break we were ordered on deck and were stripped and plundered of all we had on our persons. On December 6th, the privateer came alongside and after enquiring about the prisoners, the captain ordered our prize officer to take the *Irene* into Louisburg,—at the same time he transferred five of our number on board his own vessel.

“For upwards of four weeks we cruised about, I may say at the mercy of the winds and waves, for the weather was foul and the prize crew inexperienced in seamanship. Occasionally they would call upon us to assist in navigating the vessel. Meanwhile the supply of provisions ran short, so that our daily allowance was a quart of water and three biscuits. In all this time of harrassing uncertainty, we did not fail to meet in the evenings for singing, and on Saturday for praying the Litany.

“One day our boatswain came to me and proposed that we should make an attempt to overpower our captors, cut down those who should resist, secure the others and then run the *Irene* into the nearest English port. To this I would not consent, but instead encouraged him to place his trust in God. Thus the days slowly passed, until on the morning of January 12, 1758, the fog raising, we discovered an island close by the vessel, whereupon we put out to sea. At noon the French crew were

called into the cabin where Mass was celebrated, after which they decided to make for the land again. When I heard of this, I went to the captain and pilot, and tried to dissuade them from so unseamanlike a course in foggy weather, and told them that they would certainly lose the vessel. As they would not listen to my protest, I prepared for the worst. At 2 P.M. breakers were reported ahead and very soon we were among them and struck a rock. The second time we struck, the rudder and part of the keel were broken off, and three feet of water was reported in the hold. The Frenchmen became so demoralized that I ordered the boat launched, into which we all got (twenty-two in number) and rowed for the shore, which we reached in safety but wet to the skin. On landing the French captain fell upon my neck, kissed and thanked me for saving the lives of all. We next entered the woods, made a fire, and on returning to the boat for the provisions, found that it had drifted out to sea. The next morning only the masts of the *Irene* were to be seen above water. We marched along the coast and by evening reached some fishermen's huts, where we obtained food and passed the night. On the 14th we reached St. Pierre, a trading-fort garrisoned by sixty soldiers, where we were kindly treated. Being quite feeble, the commandant of the post allowed me to remain, but my companions under escort, on the morning of the 16th, set out for Louisburg. At noon on the 28th, the escort returned, and I learned that my companions and Capt. Jacobsen (who had arrived on the 21st) were put on board a frigate bound for Brest.

"After dinner, February 1st, a Capt. Gray, some sailors from Boston and myself, under escort and with provisions for eight days, set out for Louisburg, twenty-five leagues distant. The country through which we passed was almost a barren waste, and frequently we

had to wade through water and snow knee deep. On the 5th, we reached our destination and were taken before the Governor, who committed us to the common prison, where we were allowed daily one pound of bread and a quarter pound of pork, with sometimes bad Spruce beer."

Here Bro. Schoute was alternately in hospital and in prison until the 10th of May, when a M. Castyn [Castine] interpreter to the English prisoners, employed him as gardener. At this time there were eight men-of-war (64 to 74 gun ships), four frigates and transports laden with men and munitions of war collected in the harbor, some of them recently arrived for the protection of the city, against a demonstration it was known the English designed to make.

On the 1st of June, General Amherst's expedition hove in sight from Halifax. It consisted of twenty ships of the line and eighteen frigates carrying 14,000 men.

"All the English prisoners in the city," continues Bro. Schoute in his narrative, "were ordered on board the men-of-war and confined below decks under guard. One week later the English effected a landing, and four days thereafter, succeeded in dislodging the French from their outworks, compelling them to retreat within their fortifications. On the 14th, cannonading was opened simultaneously between five French vessels and the Island battery, and an English man-of-war and the Light-house battery. The French vessels were compelled to fall back on the 16th, under cover of the fort. The ship on board of which I was, being in range was riddled by three hundred shot. One night when I was asleep behind a barrel of flour in the hold, a ball came crashing through the hull and buried itself in the barrel !

"On the 16th, the English opened a general cannonade against the city, which was sustained with unremit-

ting fury for two days. Then they opened their mortars upon the fleet, pouring into the vessels a fiery hail, which soon wrappd three of them in flames. Compelled to abandon our burning ship (a 64) all hands took to the boats. It was a desperate alternative, as the way of escape to the shore was commanded by the English batteries. On landing, we prisoners were immediately put in confinement. Thus another week passed, when on the 26th of July, the cannonading ceased and news was brought to us, that the garrison had capitulated. The next day we were released."

It was not until Sept. 2d that Bro. Schoute was able to obtain a passage to New York, where he arrived on the 19th, and at Bethlehem ten days later.

Capt. Jacobsen and his sailors arrived at Brest, (Feby 14th), where they were imprisoned with the exception of Henry Ollringshaw, who being very ill was sent to a hospital where he died. Five days later they were released on parole and went to Dinant, where with five English sea-captains, they rented rooms and boarded themselves on their allowance of 18 sous per day. Here they resided until exchanged about nine months later.

THE HOPE.

Of the history of the *Hope*, the fourth and last of the transport vessels of the Church, we have failed to develop much of details, but we do know that only two colonies were brought over on her, and that she was generally chartered for freighting purposes by Henry Van Vleck, merchant, of New York, for which she was well adapted. She was built in 1760, at New Haven, Connecticut, and Captain Jacobsen who arrived June 4, on the brig *Concord*, from London, made a number of supervisory visits while she was yet on the stocks. She was launched, and taken to New York in December, and

on January 10, 1761, in accordance with law, Captain Jacobsen and Henry Van Vleck had her registered at the Custom House and filed their bond. The record describes her as being "plantation built, 120 tons burthen, mounting four cannon and navigated by thirteen seamen," and she is prohibited from taking out of the Province "any servant, debtor, or any person without a passport."

Securing a cargo for South Carolina, the *Hope* left her dock on her first voyage, Saturday, January 17, 1761, the day on which George III was proclaimed king in the Province. Finding heavy ice in the lower bay and boisterous weather at sea, which preceded a notably severe snow storm, she put back, and did not again sail before the following Monday. Arriving at her destination after a quick passage, on February 20, she sailed for England under convoy. Again under convoy she arrived at New York October 19, after a voyage of ten weeks, having on board the following passengers and immigrants:

Nathaniel and Anna Johanna Seidel,
Frederick and Hedwig Elizabeth von Marschall,
Paul and Anna Muenster.

SINGLE BRETHREN.

John Arbo (Warden of the Single Brethren),
John Angerman, tailor,
John Valentine Beck, gun stock maker,
John Brandmiller, baker,
Christian Christiansen, shoemaker,
Peter Danielsen, hatter,
Jeremiah Dencke, late Chaplain, Single Brethren at Zeyst,
Ferdinand Jacob Dettmers, (Warden of Single Brethren),
Ludwig Christian Grunewald, carpenter,
Philip Jacob Hoeger, tailor,
Christian Hornig, shoemaker,
Dominicus Krause, nail-smith,
Niels Lund, locksmith,
John Michael Moehring, farmer,

Niels Moos, farmer,
 Emanuel Nitschmann, from the Seminary at Barby,
 John Francis Oberlin, late storekeeper at Niesky,
 John Henry Rauch, locksmith,
 August Schloesser, saddler,
 John Martin Schmidt, linen weaver,
 John Ernst Schoepfel, miller,
 David Dietrich Schoenberg,
 A. Paulus Thrane, late Single Brethren's Chaplain at Gnaden-
 frey,
 Matthias Tommerup, bell founder and brazier,
 Frederick Unger,
 David Zeisberger, late Chaplain of Boys at Niesky,

WIDOWERS.

Andrew Langaard, Frederick Peter,
 Juliana Benedicta von Gammern, Anna Maria Philips,
 David Wahnert.

SINGLE SISTERS.

Theodora Anders, Mary Magdalena Meyer,
 Maria Bechtel, Anna Nitschmann,
 Elizabeth Broksch, Anna Seidel,
 Dorothea Hammer, Esther Wapler,
 Elizabeth Kaunhauser.

Cornelius Tiebout, a member of the congregation in New York, generously provided a dinner for the colonists, when they were landed. The sisters were lodged in the "Congregation House," and the brethren remained on the vessel, until their departure for Bethlehem, where the latter arrived October 25, and the sisters three days later.

Being unable to obtain freight for Europe, Captain Jacobsen secured a cargo for the Island of Jamaica, and sailed in December, from whence he was instructed to sail for England in the following Spring.

During the year 1763, the *Hope* made the following voyages :

January 31, arrived at New York, and sailed for London April 24.

On August 11, she sailed from the Downs, and on the evening of October 21 arrived at New York, having on board the following passengers and immigrants, who reached Bethlehem November 4 :

Nicholas Garrison and wife,
John Frommelt (Economus, *i.e.* Sup't, of Single Brethren in America),
Paul Tiersch (Co-Director of Pædagogium at Nazareth),
Justina Erd,
Susan von Gersdorf (Spiritual Overseer of Single Sisters, Bethlehem),
M. Barbara Horn,
Dorothea Lefler,
Frederica Pletscher,
Elizabeth Seidlitz,
A. Salome Steinmann (Spiritual Overseer of Girls at Bethlehem),

Maria Wilhelmina Werwing (Spiritual Overseer of Widows' Choir), whose husband died at Herrnhut in 1755.

The first fire engine for the Fire Department of Bethlehem, organized in May of 1762, which Captain Jacobsen purchased in London at £43 12 stg. was brought over on this voyage and given a trial November 22, four days after the destruction of the oil mill and bark mill at the tannery—a notable conflagration in the history of Bethlehem.

On November 23, the *Hope* cleared for London, and March 28, 1764, arrived at New York, a portion of her cargo consisting of twenty puncheons of English Spirits, consigned to Barnet Lintol. She sailed on May 16, and was again in port in October, for Captain Jacobsen made a visit to Bethlehem late in that month.

On April 11, 1765, she arrived at New York, Rev. Frederick Schmidt and wife, who served the congrega-

tions in Rhode Island, West Jersey and elsewhere, being the only passengers. Clearing for London via Lisbon, May 9, with David and Rosina Nitschmann and Joseph and Rosina Neisser as passengers, she reached her destination on November 9.

The last authentic record we have of the *Hope* is that on January 11, 1766, she sailed from, and on August 28 was again in the port of New York. In June of 1767, Captain Jacobsen, with his wife, were visiting Bethlehem, but where his vessel was the records fail to state.

At a love-feast held in Bethlehem, June 6, 1762, in which Bishop Spangenberg announced his departure for Europe during the following month, he took occasion to review the Moravian immigration of the past twenty-six years, and stated that of the six hundred and more brethren and sisters, but one died—a remarkable instance of divine protection.

In a series of sketchy biographies of "Old Merchants of New York," the author in enumerating the names of the vessels owned by Henry Van Vleck, prior to our war for independence, gives that of the "Ship Hope"—in all probability the *Hope* whose history we have attempted to elucidate.